

Latest Wonder of the World



(Current Literature.)
PAULHAN FLYING IN FOG.

A Picture of Race Which European Papers Call the Finest Sporting Event of the Age.

Flying in a Farman aeroplane the distance of one hundred and eighty-five miles between London and Manchester, in a period of twelve hours, making but one stop on the way, Louis Paulhan, the French aviator, won a fifty-thousand-dollar prize against his English competitor, Claude Grahame-White, whose dash through the air was by far the most spectacular feature of the struggle. Never before Claude Grahame-White has any aviator gone up in the night. "Never before," to quote the London Mail, "has a cross-country flight, over a district unknown to the flier, been accomplished during the hours of darkness." In affirming that the whole world has been stirred by what it pronounces "the greatest event of modern times," our London contemporary find enthusiastic support from the entire Paris press, where Louis Paulhan has become the national hero. "The greater experience of the French aviator," to quote the London Times, "in cross-country flying, and the skill acquired by long and varied practice, which enabled him to start on a difficult journey without a trial flight nine and a half hours after his machine arrived at London from France, triumphed over the daring and intrepid enthusiasm which Mr. Grahame-White displayed from the outset." The latter attributes his defeat—a somewhat narrow one—to "that arch enemy of aviation, the wind," which veered just at the moment victory seemed within his grasp. "Just as Latham was awakened from sleep to learn that Blériot had already started across the Channel to win the prize for which he had so long striven in vain, so Grahame-White awoke from a much needed rest, after days of effort and tension, to find Paulhan in full flight." He flew after in a Farman aeroplane and lost.

Vast crowds along the roads and in every village thronged with excitement. "Every coin of vintage had its share of spectators, many of whom had been waiting since the break of day. When the aeroplane appeared, hundreds raced madly along as if to follow it, leaping ditches and climbing hedges." The descent at Litchfield was made with perfect ease, the machine landing to the ground with a wide sweep clear of all obstacles and without the slightest injury. Paulhan got out in the pink of condition. Meanwhile Grahame-White had heard of Paulhan's departure. Without loss of time he made an exciting ascent in the high wind that was still blowing. The prospects were most unfavorable. The wind was tearing along in gusts. The sky was filled with threatening clouds. So determined was he to get as far as his rival the same night that he began his long journey without waiting for anything to eat. Paulhan had stolen a march upon his rival, who thought the Frenchman would not be in the air until the morning. Expert opinion was against a flight just then, but the Englishman started at half past six. He went but a third of his way when darkness forced him down.

Grahame-White's intention was to start on the second stage of his aerial flight to Manchester at dawn, but news of Paulhan's landing at Litchfield caused the Englishman to resume his trip as soon as the moon rose. Lanterns

were requisitioned in the hottest haste, for clouds obscured the sky in patches. Even at that odd hour crowds poured into the field. Grahame-White took his seat and the engine was started. "It was a sight which will remain fixed forever in the memories of those who saw it. The frail machine, its diaphanous planes faintly luminous above the stable ground, speeding, as it seemed, to almost certain destruction; the closely packed spectators, their cheering silenced in a common anxiety as they watched the aeroplane draw nearer and nearer the ominous belt of trees at the far end of the field, and then the sudden roar: 'He's up!'" For the briefest space the machine was silhouetted against the moon-lit rifts of cloud and sky. It swept on into the night towards Manchester. The one chance of winning was to pass Litchfield before Paulhan resumed his interrupted flight. The ground below was alive with racing automobiles.—Current Literature.

DISCOVERY OF COFFEE.

About the middle of the fifteenth century a poor Arab was traveling through Abyssinia, and finding himself weary and weak from fatigue, he stopped near a grove, then being in want of fuel to cook his rice, he cut down a tree, which happened to be covered with dead berries. His meal being cooked and eaten the traveler discovered that the half-burned berries were very fragrant. He collected a number of them, and on crushing them with a stone, he found that their aroma increased to a great extent. While wondering at this, he accidentally let fall the substance into the can which contained his scanty supply of water—lo! what a miracle. The nearly putrid water was almost instantly purified.

The Arab raised the water with the coffee berries to his lips; it was fresh, agreeable, and in a moment the traveler had so far recovered his strength and energy as to be able to resume his journey. The lucky Arab, according to the "Grocers' Assistant," gathered as many of the berries as he could, and having arrived at Aden, in Arabia, he informed the mufti of his discovery. That worthy divine was an inveterate opium smoker, and had suffered for years from the influence of the poisonous drug. He tried an infusion of the roasted berries, and was so delighted at the recovery of his own vigor that, in gratitude to the tree, he called it "qahwah," which in Arabic signifies "force."

SOLVING VEIL PROBLEM.

The puzzling question of adjusting satisfactorily the veil over the large hats, which are constantly growing more mammoth in proportions, has been solved at least in one way. The veil is laid across the back and top of the hat and the edges drawn into a knot, which is fastened just below the bust to the front of the bodice.

This surrounds the wearer with a halo, which is invariably becoming.

PARAGON PAINT & ROOFING CO.

PETER HIGGINS, Manager.
ESTIMATES FURNISHED.
WORK GUARANTEED
Office, 1039 Bethel, Near Hotel Street.

NEW DESIGNS
JADE JEWELRY
Scarf Pins, Rings, Bells
BO WO
Hotel St. bet. Maunakea and Smith

THE EAGLE
CLEANING, DYEING and
PRESSING WORKS.
FORT AND KUKUI STREETS.

Fine Wines and Liquors
LOVEJOY & CO.
902 Nuuanu Street.
Telephone 308.

"YAMATOYA"
ALL KINDS OF SHIRTS AND
PAJAMAS MADE TO ORDER.
1246 Fort St., just above Orpheum

ROMAN & FRIETAS
HAT COMPANY.
OPP. CLUB STABLES.
Felt and Straw Hats
Panamas

K. HORIUCHI
CARPENTER.
Beretania near Maunakea.
Day Work and Contracting
Tel. 685.

LOCOMOBILE

"The Best Built Car in America."
SCHUMAN CARRIAGE CO., LTD.
Agents.

LADIES' MUSLIN UNDERWEAR
25 to 33 1-3 per cent discount
THIS WEEK
at
BLOM'S

Perfect Work—
FRENCH LAUNDRY
Guaranteed.
Beretania, opp. Richards St.
Phone 1491

POTTIE'S
Stock Remedies
Office corner Hotel and Union.
P. O. Box 620. Phone 1188.
H. M. AYRES Manager

BREAD

All varieties of Fresh Bread and
Plain Crackers manufactured
daily at our Bakery, 1134 Nuuanu
street.

Patrons and interested parties
are cordially invited to call and
witness the process of manufacture
from the opening of the
sacks of flour to the packing of
the manufactured product in
cases, tins and cartons.

Love's Bakery
1134 Nuuanu Street.

Scandinavia Belting

HONOLULU IRON WORKS Co.,
AGENTS.

HONOLULU SCRAP IRON CO.
C. H. BROWN, Manager.
Halekauwila Street.
Highest Price Paid for Old Brass, Scrap
Iron and all Metals.
Dealer in Second-hand Machinery.
Tel. 642. P. O. Box 547.

THE HAWAIIAN REALTY CO.

Kaimuki Property
83 Merchant St. Phone 553.

The Star Dyeing and Cleaning Shop
221 Beretania Street, near Alakea.
Telephone 182.

MAKAI SIDE OF STREET
No connection with the place across
the street.

MAY & CO.
BEST COFFEE
Phone 22

Parisian Art Co.
EUROPEAN AND FANCY
GOODS.
Fort St., Harrison Bldg.

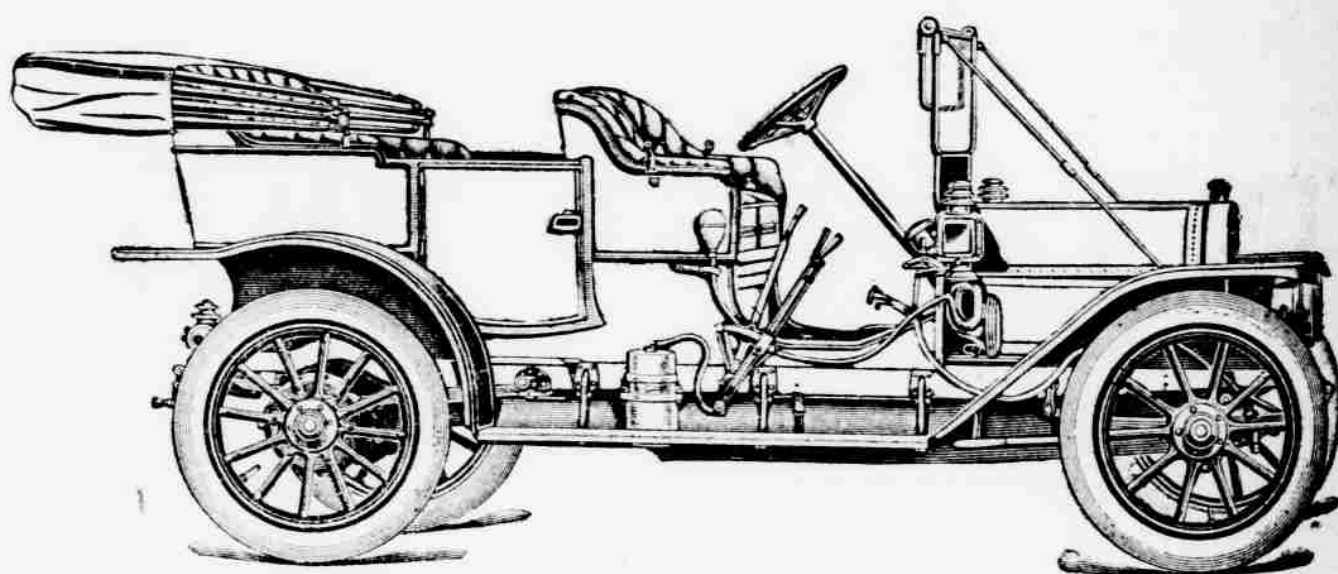


BOYS' TUB SUITS

Unusual assortment and value

M. McInerny, Ltd.

Fort and Merchant



Cadillac once more proves itself most economical car

REMARKABLE record submitted by 75 Cadillac "Thirty" owners in New York metropolitan district who have driven their cars 398,884 miles at a total cost for mechanical repairs of \$53.21, averaging 71 cents per car.

Equivalent to 16 times around the world—398,884 miles—at a total repair cost of \$53.21.

That is the amazing record revealed by statistics just compiled from the experiences of 75 Cadillac "Thirty" owners in New York City and vicinity.

It is doubtful if the entire history of travel and transportation—steam, electric or gasoline—can show a case of parallel economy.

There was in this instance no special striving to attain a minimum.

The 75 owners went their separate ways with their 75 Cadillac "Thirty" cars, each without reference to the other.

They took no special precautions, but drove where they pleased, when they pleased, how they pleased, without the slightest idea that their experience was to be made a matter of record.

At the close of 1909 statistics were collected and compiled from the signed statements of the 75 users.

It was found that the 75 cars had traveled a total distance of 398,884 miles, or a distance equivalent to 16 trips around the world.

Forty-six of the owners had no repair cost whatever—not a single penny—in spite of the fact that some of them had driven their cars as much as 18,000 miles.

The highest individual repair charge for the entire year was that of one user, whose car cost him—for special reasons which did not reflect upon the construction in any way—\$10, the distance it carried being 9,000 miles.

Eleven of the others expended during the year from 25 cents to 50 cents. The average distance traveled was 5318 miles per car, yet the average repair expense was less than 71 cents each.

The signed statement of these 75 users showed further that the average gasoline consumption for the touring car was one gallon for each 15 miles of travel and one quart of oil for each 175 miles of travel. The Demi-Tonneau car showed an average of 17 1/2 miles for each gallon of gasoline and 200 miles for each quart of oil. Some users obtained 20 or more miles for each gallon of gasoline, but the figures first given are averages.

There is no disguising the fact that this record has proven a revelation, even to automobile manufacturers themselves.

It proves beyond a doubt what the Cadillac company has always maintained, that the elements in motor car construction which are absolutely necessary to economy and immunity from repairs are, scientific design, standardization, accuracy of workmanship and correct alignment. Also that necessity for repairs is the result of poor design, inaccuracy of workmanship, ill-fitting and incorrectly aligned parts.

A year or more ago they proved before the Royal Automobile Club of London that three Cadillacs could be torn down; all the parts thrown in a pile; a portion of these parts discarded and new ones substituted, and the three cars built up again from the heap of parts to run with absolute sweetness and without so much as an iota of looseness.

For this the Cadillac was awarded the Dewar Trophy.

And now comes another demonstration which simply emphasizes the fact that the convictions of the Cadillac company as to the essentials of a long-lived, serviceable and economical car are correct.

Cadillac measurements are finer in a greater proportion of essential parts than those of any other car in the world—finer than the costliest cars made.

The von Hamm-Young Co., Ltd., Sole Agents